FLORIDA HIGH SPEED RAIL UPDATE
2010 NCSL LEGISLATIVE SUMMIT
July 28, 2010
Louisville, KY

Presented by: Florida State Senator Christopher “Chris” Smith
AGENDA – Florida HSR Update

• Florida HSR Program Overview
• Federal Railroad Administration (FRA) Approvals
• Phase 1 Tampa-Orlando Current Activities
• Public Private Partnership model
Overview of Florida HSR Program

- State attributes match successful HSR models
  - Geography (flat, no need for tunnels)
  - Demographics (growing, aging, many tourists)
  - Growth Management and Environmental Preservation

- History of Planning for HSR for decades
  - Started in 1970’s
  - Statewide Vision
  - Investments in right of way and environmental work

- “Vision for High Speed Rail in America” competition
  - Florida reacted quickly
  - Completed and updated key requirements in application
  - Tampa-Orlando-Miami application submitted October 2009
FRA Approvals

- **Jan 28, 2010**: President and VP delivered good news in Tampa
  - Florida one of top three recipients in the nation
  - High Speed Rail Express Track 2 Application approved:
    
    **TAMPA-ORLANDO-MIAMI CORRIDOR**
    
    - $1.25 billion Grant for Phase 1 Tampa-Orlando ($2.7 billion requested)
- **May 7, 2010**: Administrator Szabo signed Record of Decision, completing environmental documents
- **May 28, 2010**: Secretary LaHood announced first grant for Florida - $66.6 million (out of a total of $80 million nationally)
- **August, 2010**: Florida will apply for additional FRA funds (80/20 match) from $2.5 billion available this year
  - 20% local match from Florida Rail Enterprise and/or private funds

**FLORIDA HSR**: Opportunity to be first “HSR Express” system in nation with speeds >150 mph
Why this corridor was a winner

- State’s vision in preserving Right of Way
- Environmental work performed in 2001-2004
- Under construction in very short time frame/thousands of jobs created
- Most affordable implementation in US of a new HSR system
- Grass Roots support
Typical High Speed Rail Section in I-4

POLES FOR OVERHEAD ELECTRIC WIRE RUN

SHAPE OF HSR TRAIN

I-4

I-4
Phase I Tampa to Orlando

- Electric train - proven technology
- Approximately hourly service from Tampa to Orlando
- Additional frequency between Orlando Airport and attractions
- Trip time of under one hour from Orlando Airport to Downtown Tampa (compared to 96 min by auto at 2015 Peak Hour)
- Maximum Speed 168 MPH+(faster in Phase 2 ORL-MIA)
- Approximately 2 million passengers/year forecast
Tampa-Orlando 2010 Activities

Five major Tasks within first $66.6 million Grant

1- Project development tasks (including ridership update)

2- Advance Preliminary Engineering for Tampa-Orlando to firm up project costs

3- Early Works Safety Project procurement documents development

4- Right of way (for few parcels not owned)/Survey

5- Develop procurement documents for Design Build Operate Maintain & Finance contract – PUBLIC PRIVATE PARTNERSHIP
Public Private Partnership

• Previous Florida HSR initiatives have been modeled as Public Private Partnerships:
  – Public investment in construction of system (infrastructure)
  – Private entity will Operate & Maintain the system in exchange for ticket revenues and development opportunities
  – Long term concession 30-40 years

• What is different this time around:
  – Federal investment (e.g. $1.25 B in Florida so far)
  – State of Florida has mechanism to provide match
  – Federal partners may require State to temper the risk of ridership revenue
  – May include “right of first refusal” for Phase 2 Orlando-Miami
  – Private* interest is huge as this will be the first true HSR in US

*International interest includes teams from China, Japan, Korea, France, Germany, Spain
Objectives:

- Create safe work zone for I-4 traffic and later HSR construction
- Create jobs soon
- Discover unforeseen conditions on smaller contract
If all the stars line up...

September, 2010- Cost estimate and budget validation

October, 2010 – procurement process initiates for both:
• Early Works Safety Contract
• Public Private Partnership to Design-Build-Operate-Maintain & Finance High Speed Rail (DBOM&F)

Spring 2011 – start construction for Early Works Safety Contract

Late 2012:
• Complete Early Works Safety Contract
• Start construction for DBOM&F

2015 – Open to Revenue Service
### Tampa-Orlando Outreach Events 2010

Planned events in 2010 (subject to change):

- **July 19**: Elected Official briefing
- **August**: Small/Disadvantaged Business outreach
- **Sept/Oct**: Industry & Developer forum
- **August-December**: Public Updates in Tampa, Lakeland, Orlando
Phase 2: Miami-Orlando

• FDOT initiated PD&E (NEPA) in May, 2010
  – Three phases of development
  – Target completion late 2012 (subject to funding)

• FRA funding competition for Planning
  – $50 million available nationally
  – Florida application submitted May 19, 2010
    • $8 million request (20% State match required)
    • Funding for first phase
    • Results will be known by September